

# Example Interchanges



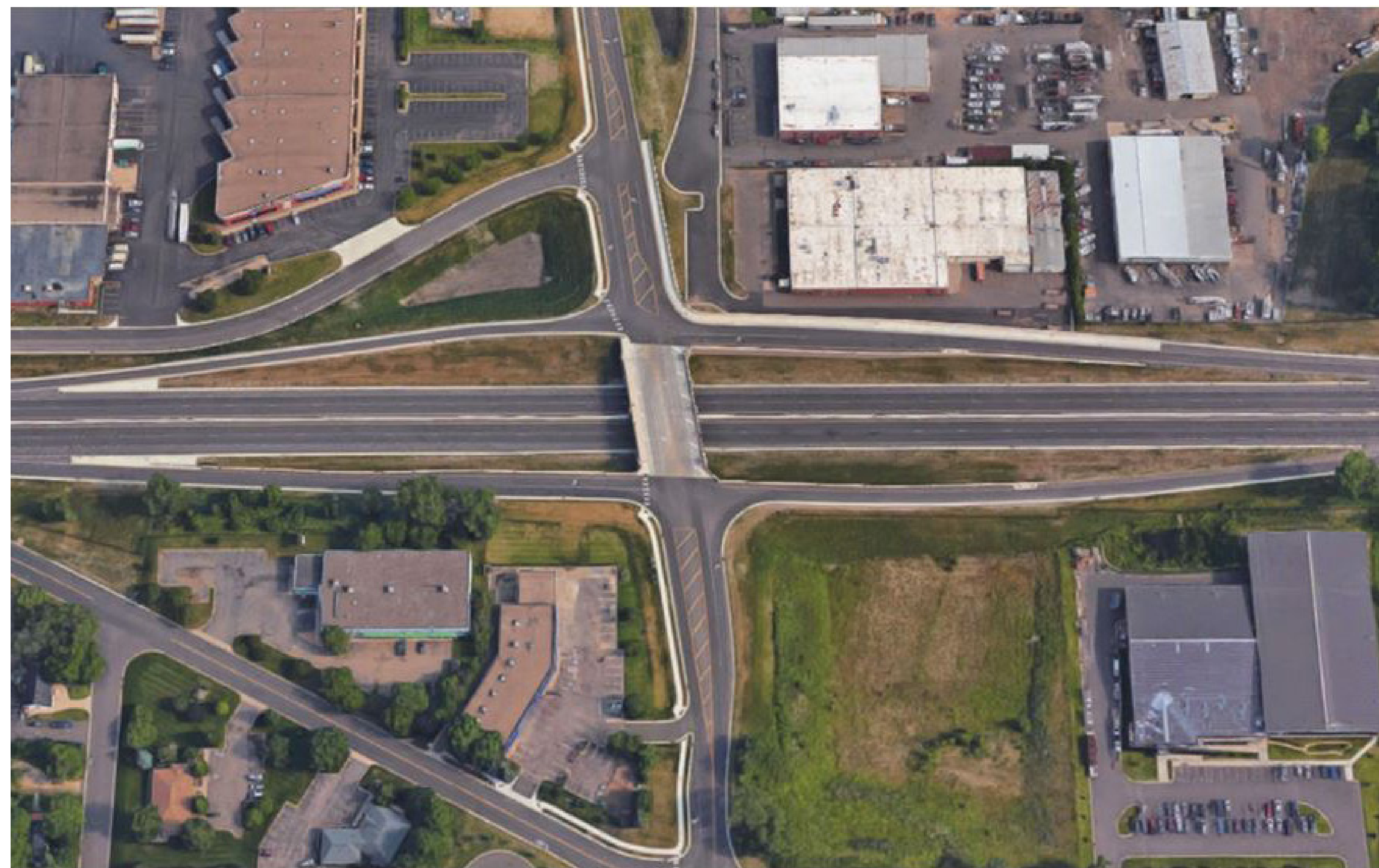
Partial Cloverleaf Interchange

Through traffic has fewer conflict points which can reduce crashes

Bicycles and pedestrians can have fewer conflicts when crossing Capital Boulevard

Turns into businesses and driveways not allowed on ramps

Capacity can be greater for interchanges than grade-separated intersections



Tight Diamond Interchange



# Example Grade Separated Intersections



Through traffic has fewer conflicts points which can reduce crashes

Bicycles and pedestrians can have shorter distances to cross at grade-separated intersections

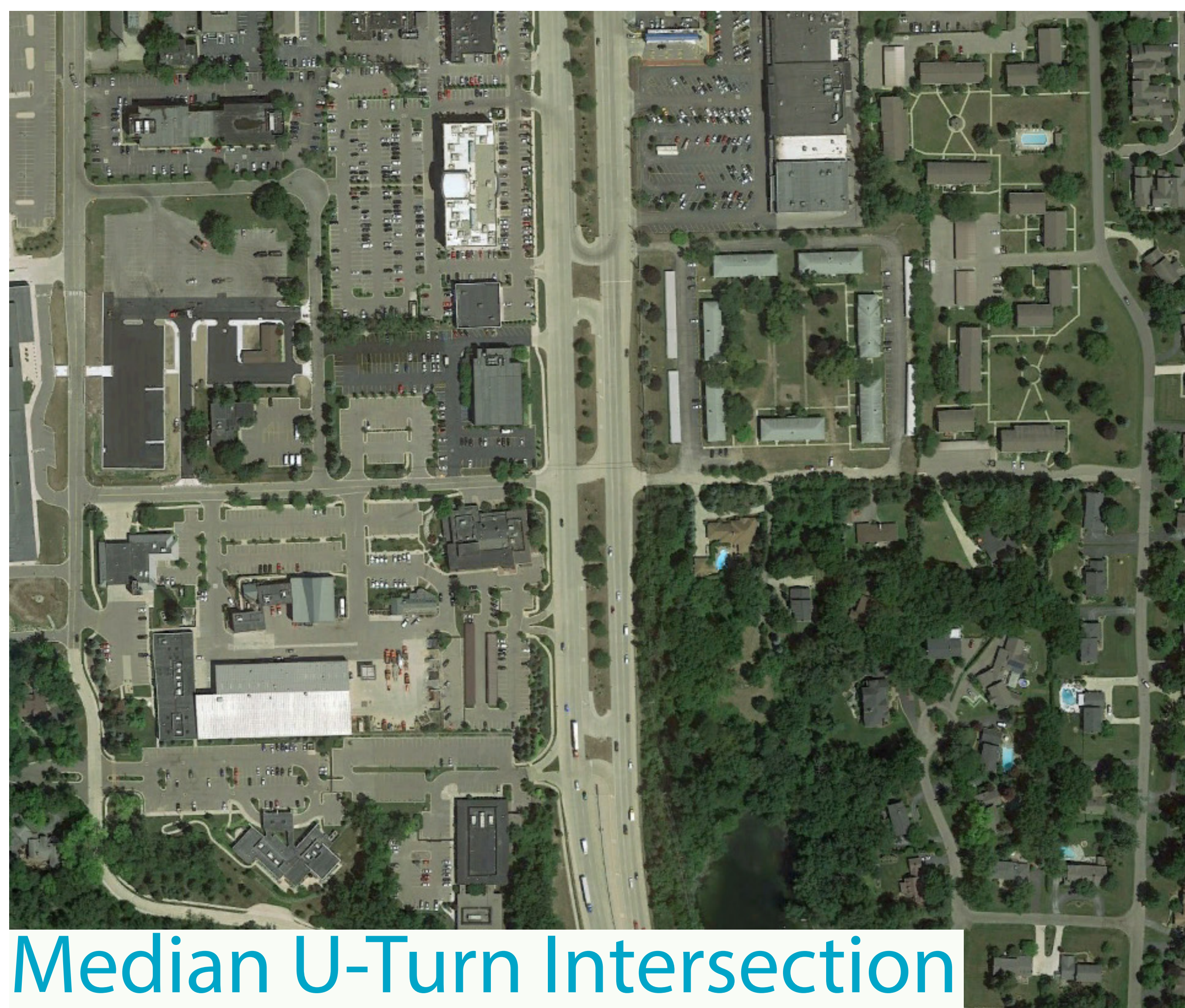
Turns into nearby businesses and driveways can be allowed

The capacity of a grade separated intersection may be lower than an interchange

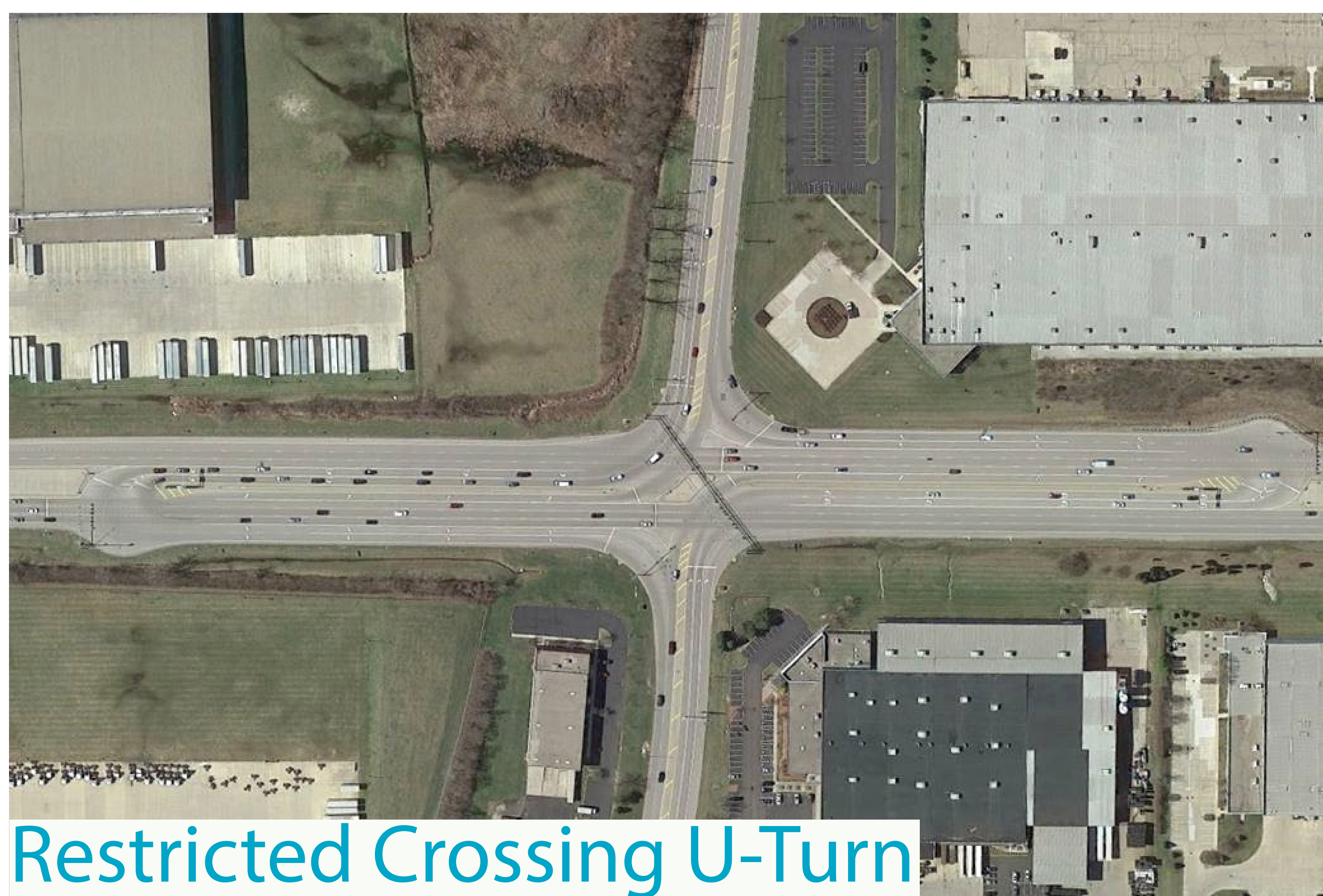




# Example Alternative At-Grade Intersections



Median U-Turn Intersection



Restricted Crossing U-Turn

Alternative at-grade intersections can help to reduce crashes by reducing the number of conflict points compared to a traditional intersection

Bicycles and pedestrians would cross Capital Boulevard at-grade

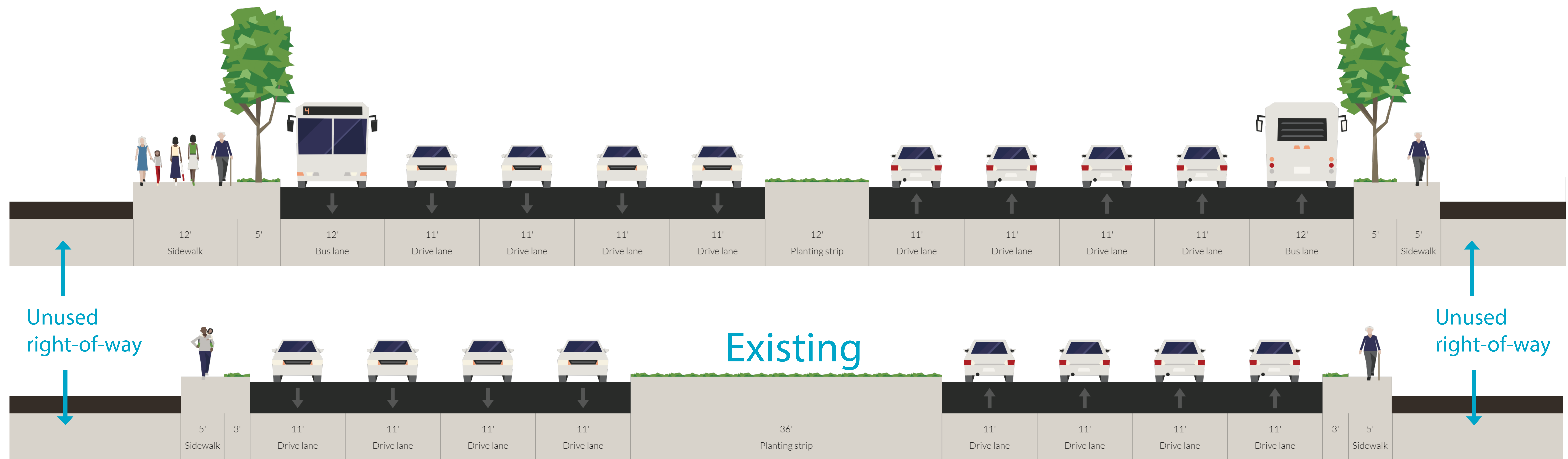
Alternative at-grade intersections allow for a greater amount of driveway access than interchanges and grade separated intersections

The capacity of an alternative at-grade intersection may be lower than an interchange or grade separated intersection



# Concept Section 1

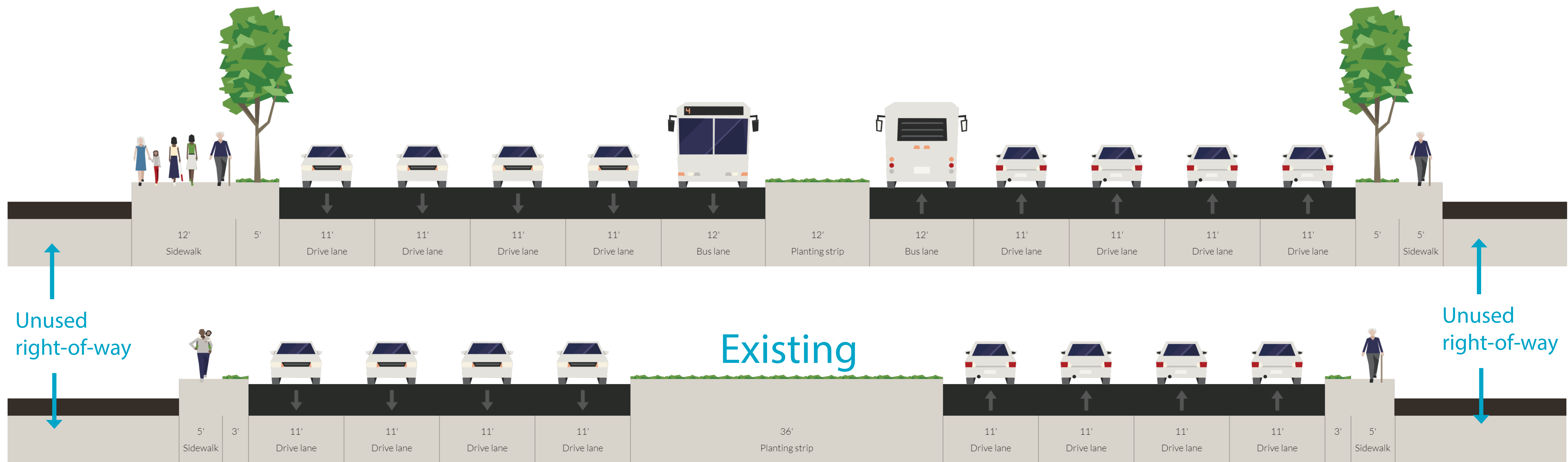
- Multi-use path provided for bicycle connectivity
- Larger area with trees and bushes between sidewalk and travel lanes
- Same amount of right-of-way as Concept Section 2 and less than Concept Section 3
- Curb-running lanes could become semi-exclusive bus lanes if needed, while still allowing turns by private vehicles





# Concept Section 2

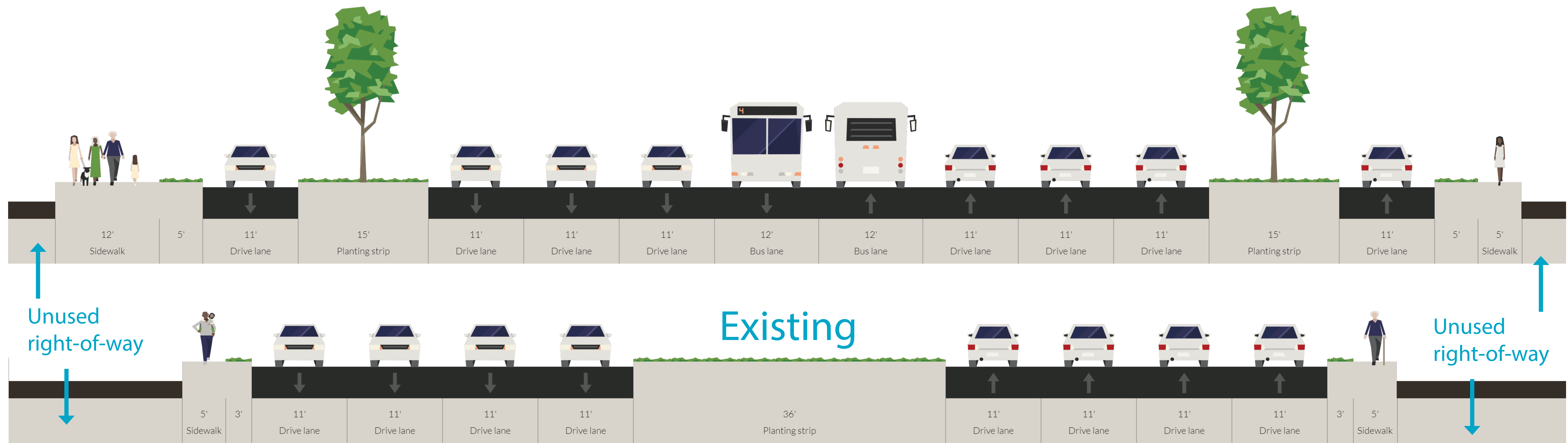
- Multi-use path provided for bicycle connectivity
- Larger area with trees and bushes between sidewalk and travel lanes
- Same amount of right-of-way as Concept Section 1 and less than Concept Section 3
- Median can become dedicated bus lanes if needed, improving transit reliability





# Concept Section 3

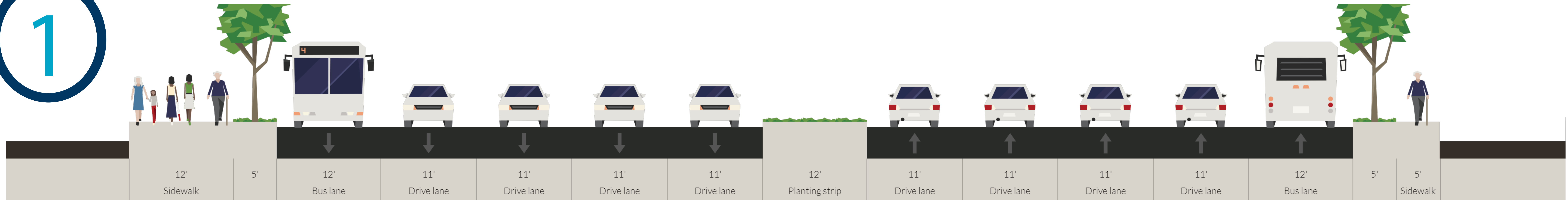
- Multi-use path provided for bicycle connectivity
- Wide separation in medians to allow for trees or bushes
- Uses more right-of-way than Concept Section 1 and Concept Section 2
- Median can become dedicated bus lanes if needed, improving transit reliability
- Provides outer medians to separate through traffic from local traffic
- Can encourage more urban development pattern



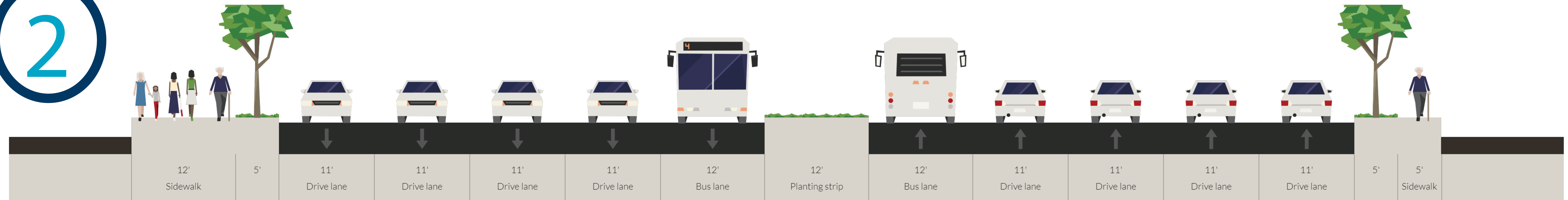


# Comparison of Concepts

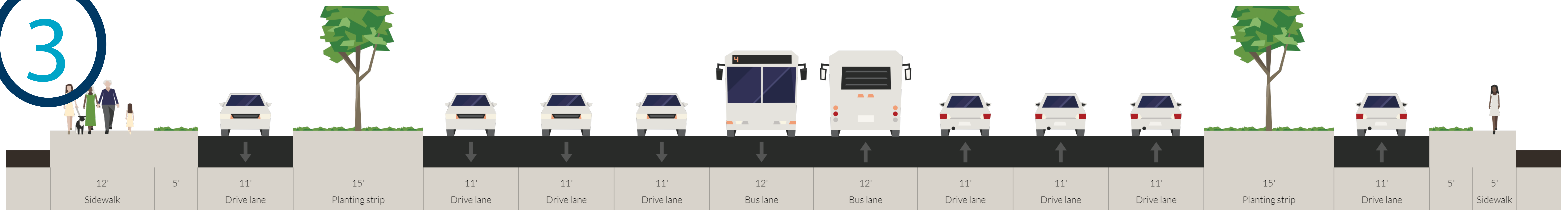
1



2



3

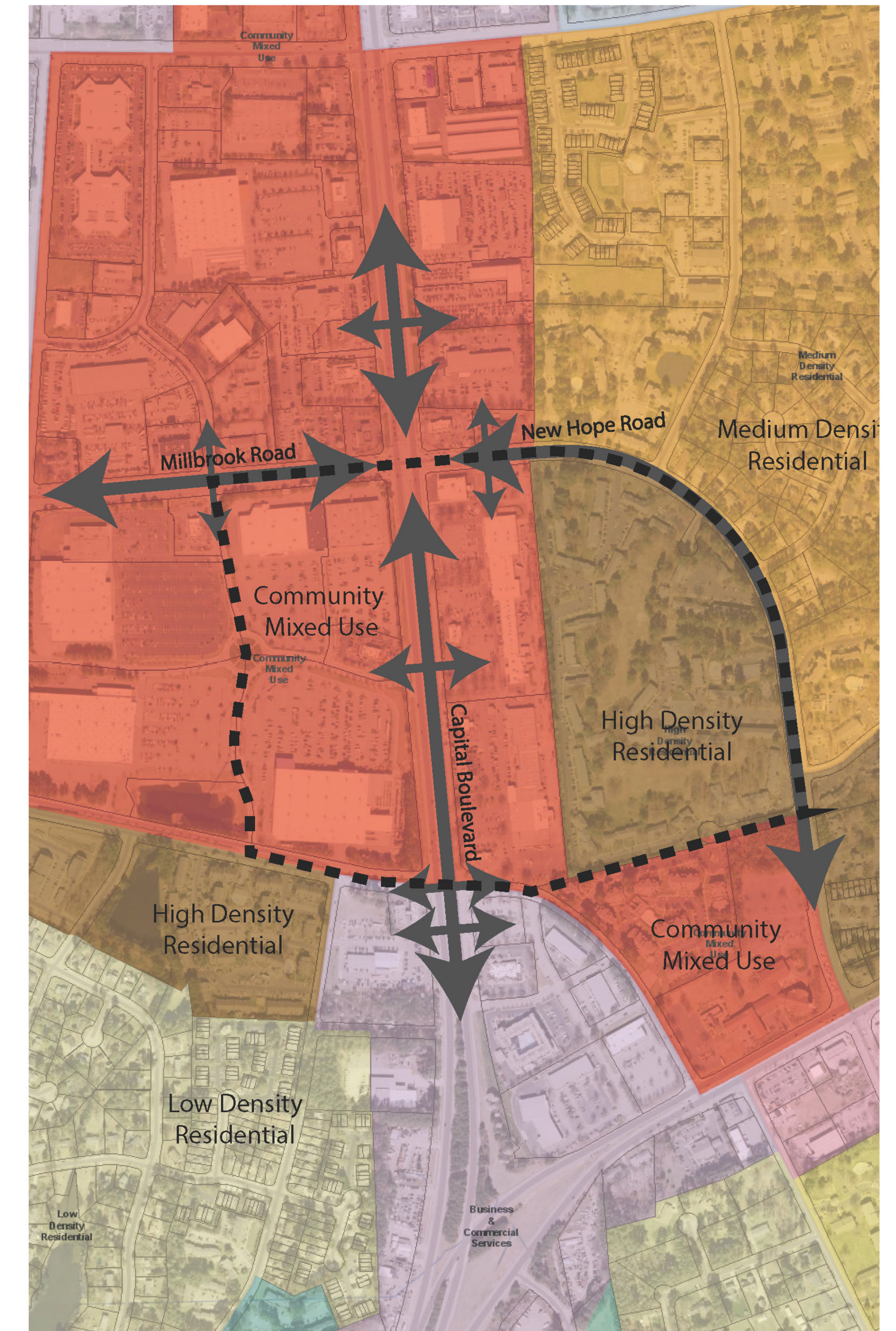




# Existing Future Land Use Policy - E Millbrook Road / N New Hope Road

Possible development pattern follows both Capital Boulevard and Millbrook/New Hope Roads

Intense land uses are focused on Capital Boulevard and intensity decreases moving (east and west) along Capital Boulevard



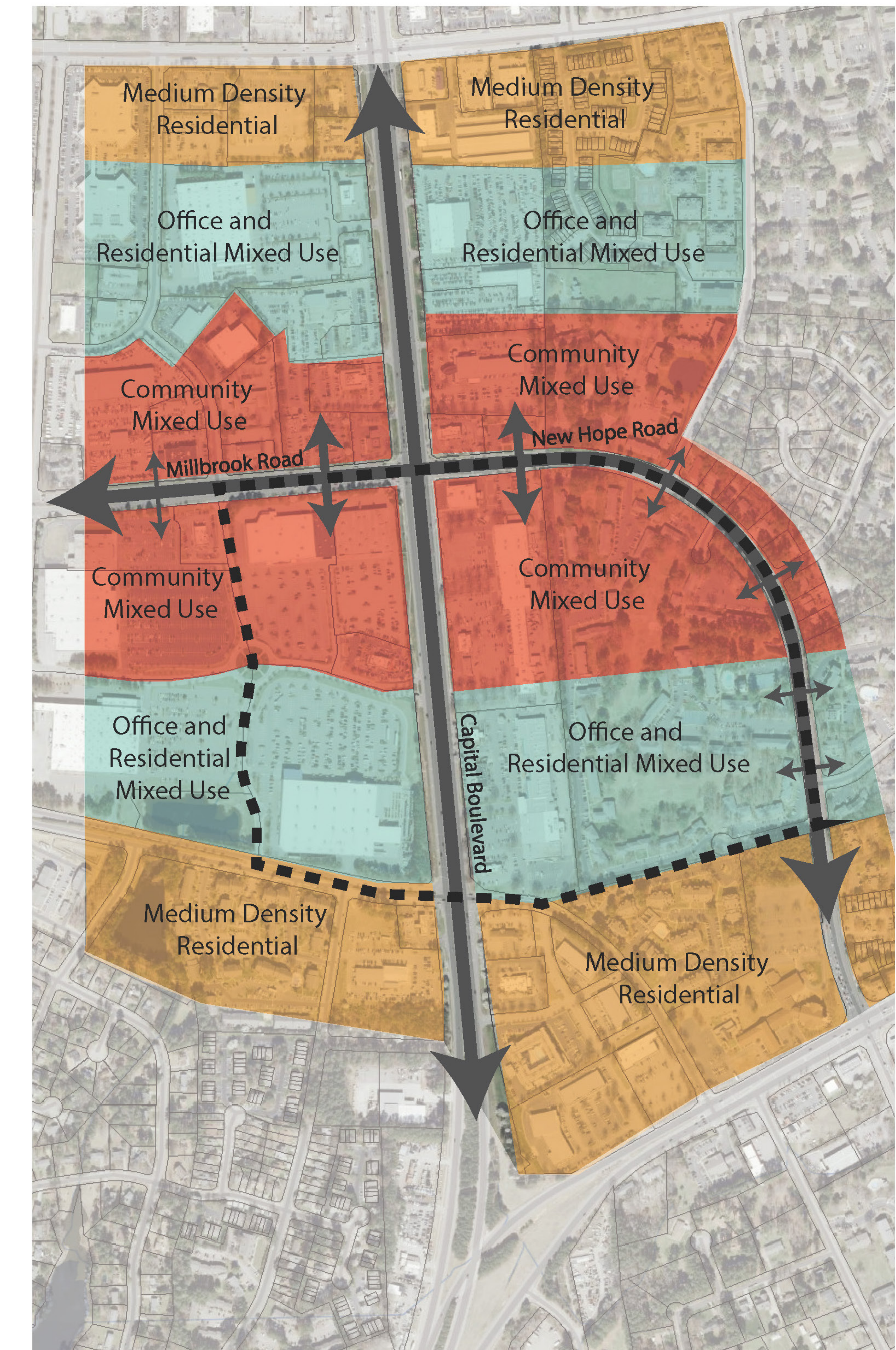


# Example Future Land Use Policy - E Millbrook Road / N New Hope Road

Possible development pattern  
follow both Capital Boule-  
vard and Millbrook/New Hope  
Roads

Focused access to cross  
streets

Intense land uses are focused  
on cross street and intensity  
decreases moving (north and  
south) along Capital Boule-  
vard







- Study Area
- Area of Influence
- Capital Boulevard North Corridor
- Land Use Vision Areas

